the outset, is expected. Ultimately 7 per cent. on the maximum of 750,000*l.* is estimated by Mr. Thomas Hawksley, C.E., from whose more detailed preliminary report we gather these few particulars.

Variations or deviations, &c. of the plan are suggested, and the river Colne is proposed to be taken into contribution on any plea of injury to the Thames being urged; and it is expected that the whole scheme will be referred to the Woods and Forests, and the ensuing Parliament. The whole of the almost altogether light, simple, and inexpensive groundwork may be executed, it is said, in two years from the passing of the Act for its construction and establishment.

RAILWAY RHYMES.

The poet Wordsworth, as readers will remember, in a moment of irritation once fired off a sonnet at an advancing railway, more remarkable for elegance than wisdom. "Is there no nook," he said,—

"Is there no nook of English ground secure
From rash assault? Schemes of retirement sown
In youth, and 'mid the busy world kept pure
As when their earliest flowers of hope were blown,
Must perish. How can they this blight endure?
And must he, too, his old delights disown,
Who scorns a false utilitarian lure,
'Mid his paternal fields at random thrown?
Baffle the threat, bright scene from Orrest head,
Given to the pausing traveller's rapturous glance!
Plead for thy peace, thou beautiful romance
Of nature! And, if human hearts be dead,
Speak, passing winds; ye torrents, with pure, strong,
And constant voice, protest against the wrong."

In an article headed, "The Poetry of Steam," the *Railway Record* offers a replication to this, and sings,—

"Scorn not the railway, Wordsworth! you have frown'd,
Because the railway threatens Windermere;
But did you live in London, 'twould be found
You would be glad to bring the blue lakes near;
To change, within an hour or two, the sound
Of Fleet-street for those wanton wood-notes clear;
The crush and crash of cabriolets and crowds
For meditation of the mingling clouds.
For us, we love the railway as a sign
And token of a world-embracing power,
Which shall in time all men and minds combine,
And creeds and systems. Pray thou that this hour
May come, and quickly, and this faith prevail;
And scorn not, Wordsworth—scorn not thou the rail!

For, even as thou hast called upon the critic to "scorn not the sonnet," because with that key Shakspeare unlocked his heart, and Petrarch and Spenser, by that medium, gave vent to their sorrows, Dante to his occasional relief from indigestion, and Milton to his indignation; so do thou, great poet of the past, teach thyself respect for an agent by which, as by a key indeed, commerce will unlock her stores; by whose medium the nations will learn to communicate with and to understand one another; ambition, and war, and turbulence be kept in subjection; colonisation develope the neglected treasures of the imperial patrimony; and knowledge, civilisation, and religion cover the earth as the waters cover the sea.

Afterwards the writer objects to the course pursued by *The Times*, and says the latter, instead of protesting against *iron*, should protest against *gold*, our system of currency being the true cause of our commercial embarrassment:—

"You rail at rails, and say the dearth of cash,
Is due not to the Bank but to embanking;
For every symptom of the impending crash
You say these railways we must straight be thanking;
Is all your wit, then, that 'there's nought like leather?'
Owe we to railways, too, this change of weather?

Cease, Boanerges! cease to be so funny;
Too well you know how John Bull's bought and sold;
For all these roads, and more, he'd find the money,
Did not you measure all his wealth by gold.
Blaming the Railway King, and Lords and people,
As Goodwin Sands might Tenterden's new steeple."

CROMLECHS IN THE CHANNEL ISLANDS.

An antiquary has raised his voice in the *Times* in defence of the very curious cromlechs in the Channel Islands, and urges justly, "that what time has spared to us so long as a record of our forefathers (possibly little less ancient than the pyramids, and but for wilful spoilers, little less imperishable), we, their far descendants, should be careful to hand down unimpaired to our children." He gives the following facts, which require consideration:—

"1. There lately stood a cromlech on the Monteau of Herm which now stands there no longer. The literati of the Athenæum Club, and the lovers of art who subscribed to the York Column, will, I do hope, be not a little wrathful when they are told that many of the granite steps leading to that recent round tower were contributed by this poor cromlech!

2. Poingdestre enumerates 50 primeval stone structures in Jersey alone; there are now but two: the granite trade and Macadam were inexorable. But why could not those ruthless despoilers have been satisfied with hewing up the rocks that wreck our vessels, in lieu of the relics that enrich our shores?

3. The spirit of military engineering is abroad, intending wisely enough to strengthen our outworks in the Channel. Now, unluckily, these cairns and cromlechs often overlook the sea; and, accordingly, at Lancresse Bay, the 'works' have already commenced by a threatened demolition of its celebrated cromlech."

WESTMINSTER COURT OF SEWERS.

At a general court of sewers held on Friday last, Capt. Bague in the chair, Mr. Hertslet, the clerk, laid before the court two letters received from Mr. Farlar, a commissioner, and in reference to them stated, that at the last court it would be remembered it was resolved, that notice should be served upon parties in Houghton-street, Drury-lane, &c., owning the houses, in front of which sewers have been formed by this commission, to compel them to drain their houses into the public sewers thus provided. At the same time a question arose as to the liability of persons owning houses fronting private sewers to be compelled to use them, but the court declined to entertain the question. Since the sitting of the court, however, Mr. Farlar (a commissioner, and interested in property in Chelsea) had made a personal application to the court, and obtained several blank forms of notices, which notices had been filled up, bearing an official appearance, and served upon several persons, without any authority whatever from this court.

Mr. Marriott thought that Mr. Farlar had made an unwarrantable and extraordinary use of the powers of this court, and he considered there existed a necessity for inquiry. The chairman believed Mr. Farlar had no power legally to give notices, but that they must proceed from the court. Mr. Alderman Johnson said, that in using these notices a question would arise whether the party in so doing was not obtaining money under false pretences. Mr. Unwin said that the Act of Parliament might compel parties to enter the sewer fronting their premises. In this case Mr. Farlar had claimed a portion of the sewer belonging to this court, and for which 500*l.* had been paid.

The solicitor, upon being called upon for his opinion, stated that no commissioner had power to give notices. It was an entire misconception of the Act, for by the 10th & 11th Vict. sec. 7, all works must be done subject to the approval of the court.

Other commissioners having expressed their opinion upon the question, it was proposed by Mr. Alderman Johnson, seconded by Mr. Spencer Smith, and carried unanimously, "That the subject contained in Mr. Farlar's notes be postponed for further consideration, and that the clerk do ascertain what use Mr. Farlar has made of the notices given him by the clerk, and that the parties making complaints be desired to attend the next court and lay before them the particulars."

A letter was read from the guardians of the poor of the parish of St. Mary Abbot's, Kensington, as to the drainage of certain parts of Kensington, and calling upon this court to extend their plans for sanatory improvement in that locality, by covering in several open sewers. The subject was referred to the surveyor.

Several important matters stood on the paper for discussion, but could not be proceeded with in the absence of the surveyor, who had been summoned to give evidence before the Health of Towns' Commission. Several commissioners trusted that the absence of their principal officer on court days would be prevented for the future.

The next order of the day,—"To sanction the order of court for covering over 300 feet of sewer adjoining northward to Grosvenor-bridge, King's-road, Chelsea," led to a long conversation, it being contended on one side, that if done at all, it should be at the expense of the owners of property along the line; and, on the other, that it should be done by the district, as the owners of the property would not contribute a farthing towards effecting so desirable an object. The motion, on being put, was carried by a majority of 8 to 6.

It was reported to the court that the Metropolitan Sewage Manure Company were about to proceed with their works. Mr. Le Breton thought a certain sum ought to be paid by the projectors to this commission for the sewage removed from their sewers, which might be applied towards the liquidation of the rates of the district. Mr. T. L. Donaldson believed that sewage was, in this respect, like the valuable gems found in the earth, useless where they were, and only valuable when removed. Such being the case with the contents of their sewers, he did not think this court could interfere in the proposed plan. Other commissioners concurred, and the subject dropped.

NEW FOREIGN ARCHITECTURAL BOOKS.

GERMAN WORKS.

Boetticher, C.—Architectonische Formen Schule in Ornament Erfindungen, für technische Institute und Bauschulen, Architecten. (Models of Architectural Forms in the Composition of Ornaments.) Part 1, folio.

Details der Façaden von den vorzüglichsten Gebaeuden aus Hamburgs Neubau. (Front Details of the best New Buildings at Hambro.) Part 1 to 4, folio.

Geier und Görg.—Denkmale Romanischer Baukunst am Rhein. (Monuments of Roman Architecture on the Rhine.) Part 1 to 3, impl. folio.

Horn, J.—System of a New Style of German (Gothic) Architecture (with English text). 4to., 3 plates.

Kallenbach, G.—Die Baukunst des Deutschen Mittelalters Chronólogisch dargestellt. (The German Architecture of the Middle Ages Chronologically Developed.) 8vo.

————, Atlas to the above. 66 plates, folio.

————, Album Mittelalterlicher Kunst (Album de l'Art du Moyen Age.) Part 1, 4to.

Mappe des Vereins für Baukunde in Stuttgart. (Album of the Architectural Society of Stuttgart.) Part 1, folio.

Ortmann, O.—Die Statik des Sandes mit Anwendung auf die Baukunst. (The Statics of Sand with regard to Building.) 8vo.

Romberg, I. A.—Die Zimmerwerks Baukunst in allen ihren Theilen. (The Art of Carpentry in all its branches.) Part 1 to 8, folio.

Runge, L.—Beiträge zur Kenntniss der Backstein Architectur Italiens. (The Brick Architecture of Italy.) Part 1, folio.

Schinkel.—Werke der Höheren Baukunst. Part 2, containing the Designs of the Projected Imperial Palace Orianda. 15 plates, No. 1 to 3.

Titz, E.—Architectonische Mittheilungen aus der Neuzeit Berlins. (Architectural Designs of the Newest Buildings of Berlin.) Part 1, 6 plates, royal folio.

——, Architectonische Ornamente. (Architectural Ornaments.) Part 1, 6 plates, folio.

Unger, I., and *Voigt.*—Sammlung von Rissen von hauptsaechlich in München Ausgeführten Privat und Gemeinde Gebaeuden. (Outlines and Plans of the most important Private and Public Buildings erected at Munich.) Part 1 to 6, folio.

Zahn's, W.—Ornamente aller Klassischen Kunstepochen. (Ornaments of all Epochs of Classical Art.) Part 1 to 13, obloog 4to.

Zeitschrift für Praktische Baukunst. (Journal of Practical Architecture, edited by Romberg.) 12 parts, 4to.

Enormous Suspension-bridge in Hungary.—The Pesth suspension-bridge, over the Danube, designed by Mr. Tierney Clark, and now nearly completed, is 1,200 feet long, in three spans; the centre span being 600 feet, the side spans 300 feet each. The chains are being made in England; the granite for the piers was brought in immense blocks, some of them from twelve to sixteen tons weight each, from Linz, in Upper Austria. The contractor for the cofferdams, &c., was an Englishman, as were the principal workmen, and all the machinery has been supplied from this country. The total cost of the bridge, as we understand, will be 600,000*l.*

Shakspeare's House.—The committee having purchased the house on the faith of the feeling manifested by the public, of course look to the public to bear them harmless. We would suggest that such of our readers as feel interested in the matter, should obtain half-crown, shilling, and sixpenny subscriptions in their various circles, and transmit the amount with the names to the treasurer.

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